

## RIFLE AND FIRE SHELL TO SKIES AGAINST AEROS

Projectile to Travel Seven  
and a Half Miles in Air.

### GUARD FOR NAVY SHIPS

The Navy Department yesterday completed its tests with the aeroplane gun designed by Admiral Tving, of the Bureau of Ordnance, to repel the attack of airships upon vessels of the navy. These experiments, which have been conducted at Indian Head, Md., are satisfactory.

The model gun, which is but a one-pounder, will be returned to the Washington Navy Yard early next week when it will be used to design a three-pound gun for the same work. These three-pound guns will be placed on the deck of every vessel in the American navy and will form an entirely new and separate battery.

Yesterday's firing demonstrated the fact that with the one-pound gun now in use a shot could be hurled 18,000 feet in the air, or more than three miles upward. The same gun could not fire a shot more than two miles parallel to the earth.

The new three-pound gun will be made with the view of throwing a shell seven and a half miles skyward, or considerably higher than any aeroplane has ever risen. It will fire at least fifty shots a minute. With half a dozen such guns firing at that rate, no aerial craft ever made could withstand the assault, ordnance experts believe.

Fifty rounds were fired yesterday by the experimental gun, and those made it possible for the navy to proceed at once with the construction of a permanent battery of aeroplane destroyers.

### Capt. Beck Comes to Station.

Curtiss aeroplane stock, at least at College Park, rose many points yesterday when Capt. Paul W. Beck, the only licensed Curtiss flyer at the army aviation school, returned and inspected his machine preparatory to a flight to-morrow or Tuesday. For more than two weeks the Wright and Burgess-Wright machines have held undisputed title, but Capt. Beck, just returned from the Chicago aviation meet, expects to smash some records shortly.

With two machines at the school in shape for flying, the Schneider aeroplane of T. F. Farbox ready for a trial, and the Fox aeroplane, aviation activities at College Park will become strenuous. The third aeroplane of the Rex Smith Company and the Christmas aeroplane will be ready for their try-outs within two weeks, and Frank Kestory will be assigned as aviator of the Smith machine. Kestory is now operating the Fox biplane, but will return to the Smith crew.

A large crowd of Saturday afternoon aeroplane enthusiasts was disappointed by the rain at the aviation field yesterday. While the rain did not keep down the attendance materially, flights were impossible, and the only machine to have its engine running was the Curtiss, which was taken through its paces by Capt. Beck.

### Paul Beck in Accident.

Exposition Park, Pa., Aug. 26.—Paul Beck was caught by wind currents while making a trial flight this afternoon and in landing collided with a large tree, breaking the end of the plane. Beck was thrown from the machine, but escaped with slight bruises. It was his first flight before his bride of three days. The machine will be repaired immediately.

## LAFFERTY OUT AS FOE OF MONOPOLY

He Says the District  
Furnishes Several Examples.

The issue of the Congressional Record which appeared yesterday contains a number of speeches which were delivered in the Senate and the House, and several of them are inserted under "leave to print." Among the latter is a speech by Representative Lafferty, of Oregon, attacking all the monopolies in the country, including the railroads, express, telephone and telegraph companies, and the steel, harvester, sugar, tobacco, and oil trusts.

Among other things, Mr. Lafferty says that the Western Union Telegraph Company wanted to charge him \$7.00 for a telegram of ninety-seven words from Portland, Ore., to this city, but when it went at the government rate it was only \$1.17. Mr. Lafferty says that if the government were charged for messages at the same rate that is charged the public it would build its own lines.

Mr. Lafferty also gave his respects to the District of Columbia in the following words:

"Right here in the District of Columbia we have examples of local monopolies charging exorbitant rates and furnishing insufficient service. The two street railway companies refuse to exchange transfers. They should be required to do so. During the rush hours they pack humanity into their cars like sardines. They are making probably 30 per cent per annum on the actual cash invested in their lines. They are taking off all open cars on the Avenue line and putting on the closed 'pay-as-you-enter' cars instead. The health and comfort of the public is to be sacrificed to prevent the loss of a few fares to the street railway company."

A public-service commission for the District of Columbia should not only be authorized to appraise the physical value of all public-service corporations doing business within the District, but also to fix rates based thereon, but it should have the power to prescribe the character of service to be given to the public. Every other city in the United States should have a similar commission. When we give up the use of our streets to a monopoly we have a right to have a voice in the future management of that monopoly."

### NEW PICTURE FEATURES.

#### Alhambra Theater Continues Excellent Bills.

The Alhambra Theater on Seventh street is featuring the photo play production of the General Film Company and American Biograph pictures, and to-day will present the "Battle Hymn of the Republic" and "How She Triumphed." A sea story is told in the picture, "The Old Captain." A great sea-going vessel's wreck in this picture is a change of pictures, and new pictures not seen elsewhere are shown.

## FEATURES OF THE RIVADAVIA, ARGENTINA'S NEW DREADNOUGHT

Displacement—26,500 tons; 500 tons greater than the Arkansas and Wyoming, the largest American Dreadnoughts.

Length—585 feet; breadth, 98 feet, draft, 27 feet 6 inches.

Motive power—Three steam turbines, developing 39,500 horsepower, with a speed of 22½ knots.

Fuel—Carries 4,000 tons of coal and 660 tons of fuel oil as an auxiliary.

Armament—Twelve 12½-inch guns in six turrets, arranged so that all can be used in either broadside; twelve 8½-inch guns, twelve 4½-inch guns, and two 21-inch submerged torpedo tubes.

## LARGEST WAR SHIP GLIDES TO WATER

The Rivadavia Being Built  
for Argentine Republic.

Quincy, Mass., Aug. 26.—Surpassing in size any Dreadnought of the world now afloat, the battle ship Rivadavia, built and equipped entirely by Americans for the Argentine Republic, was launched today at the yards of the Fore River Shipbuilding Company.

Just before the Rivadavia plunged into the bay, Tom Sopwith, the English aviator, flew out from the Harvard aviation field and circled around her gigantic hull. Thus the two most potent factors in modern warfare met.

A distinguished gathering of South American diplomats and official representatives of the United States and European nations was on the deck of the huge fighting craft when she slid into the water. She was christened by Senora de Naon, wife of the Argentine Minister to the United States, who represented Senora Saez Pena, wife of the President of the Argentine Republic.

The launching was the most "exclusive" event of the kind in recent years. Only those summoned by special invitation were permitted to be present. The officials guests arrived aboard a special train from Boston.

A peculiar sort of mixed pride in this new sea monster was felt by Americans who witnessed the ceremonies. The Rivadavia was designed by American engineers, built solely by American workmen, and will be fitted from stem to stern and mast to keelson by Americans.

The Fore River Shipbuilding Company, at whose yards the launching took place, built the hull of the vessel under contract, and the Bethlehem Steel Company and the Bethlehem Iron Works, of Bethlehem, Pa., will also construct the big guns, which, when put in place, will give the Rivadavia the most powerful broadside of any vessel that ever sailed the seas.

In displacement, the true measure of size, the Rivadavia exceeds the largest vessels of the American navy, and also the Hercules, the Colossus and the great English Dreadnoughts now being built.

## CAPT. P. C. HAINS SECURES DIVORCE

Sequel to the Long Island  
City Tragedy in 1908.

New York, Aug. 26.—Justice Scudder, of the Supreme Court, Brooklyn, gave a decision yesterday afternoon granting an interlocutory decree of divorce to Capt. Peter C. Hains, jr., from his wife, Mrs. Claudia L. Hains. Capt. Hains is now serving a term for manslaughter in Sing Sing prison. The three children of Capt. and Mrs. Hains are left in the custody of the plaintiff's father, Gen. Peter C. Hains, sr., of Washington.

The trial of the suit occurred on August 1. The case had been started on June 1, 1908, a few days after the prisoning of Capt. Hains from his army post in the Philippine Islands. It was said he was recalled by his brother, Thornton J. Hains, who had been indicted for the alleged manslaughter of Mrs. Hains.

The case was based on a confession made by the wife to David C. Bennett, jr., Capt. Hains' attorney, on May 21, 1908, that she had been seduced by her husband. The confession was made to the general on May 30. The co-respondent was William E. Annis.

The tragic feature of the case did not develop until August 15, 1908, when Capt. Hains shot Annis to death at the Bayside Yacht Club, Thornton J. Hains was with his brother at the time, and both men were arrested.

The brothers were tried in Long Island City, the jury for murder and the other for aiding and abetting the commission of the crime. Thornton Hains was tried first and acquitted. The captain was convicted of manslaughter in the third degree and was sent to prison for eight years. After the trial Mrs. Annis went on the stage, while Mrs. Hains dropped out of sight. At the trial of the divorce case it was said that she was a victim of the crime.

Recently the jurors who convicted Capt. Hains signed a petition asking the governor to pardon him. The petition stated that the jurors had a long time for mercy and were disappointed because of the long sentence imposed upon the prisoner. They believed, they said, that the captain had suffered enough and should be released.

Capt. Hains did not appear at the divorce trial. The testimony was secured from his father, brother, and former servants. W. C. Percy acted as his attorney. Thornton Hains told of the marriage, which occurred on April 30, 1900, at Winthrop, Mass. Rev. Dr. Carter, an Episcopal clergyman, officiated. The general and Mr. Bennett told of the wife's confession.

The story of the conduct of Mrs. Hains and Mr. Annis was related by Emma Lavelle, who had been a chambermaid in the Hains home from December, 1907, to May, 1908, and by Minnie Rooney, formerly the Hains cook. Emma Lavelle said that Annis had come to the house in a drunken condition and had been kissed by Mrs. Hains at his arrival and departure. One day Mrs. Hains introduced him to the chambermaid as her son. She was assigned to make arrangements for Mr. Annis' visit.

The testimony of the servants was finally cut short by the court, who pronounced it unnecessary. The chief evidence produced at the trial was the written confession, sworn to by the defendant. This had been introduced after the testimony by Mr. Bennett. Mrs. Hains was not represented at the trial. If she makes no objections the interlocutory decree will be made absolute three months hence.

## PHILLIPS IS GIVEN FAREWELL DINNER

Fraternity Members Bid  
Popular Instructor Adieu.

With a banquet, followed by a weird, unexpected programme of merriment, forty members of Rathbone-Superior Lodge bade farewell last night at the New Fredonia Hotel to Dr. W. R. Phillips, former dean of the medical department of George Washington University, and chancellor commander of the lodge, who is to leave the city to accept the chair of anatomy at the University of Alabama.

Among those who spoke at the banquet were S. A. Basset, grand chancellor, Thomas A. Bynum, superior representative, Judge Harlan, of the Court of Appeals of the Interior Department; Judge Harrah, of the Treasury Department; Dr. H. H. Jones, Jr., of the University of Maryland; and Dr. C. C. Schneider, Washington correspondent of the Omaha Bee and past chancellor of the lodge, who was the toastmaster. The members of the fraternity presented Dr. Phillips with a Gladstone bag.

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## TWENTY-EIGHT DIE IN THEATER PANIC

Continued from Page One.

marvelously well for their training, as many of them had died, dying, and injured relatives in that mass of victims. With tears furrowing their cheeks, they literally dragged the uninjured out of the mass and drove them down Pike street, where they placed them under guard. This was done to prevent them from rushing on to the dead and injured to learn the fate of their relatives and friends.

Cared for Injured.

Then they pulled out the injured, some of them borne down by the dead, and placed them under tender care. The dead the firemen lifted carefully and carried to the sidewalk, where they laid them in a gawkish row, their staring eyes reflecting the rays of the street lights. There were no windows in the building, and the scene of the scene from the gaping mouths and frightened eyes.

Finally the crowd dispersed sufficiently to make disposal of the victims possible. The firemen were not to be impeded, however, where the daylight will find sorrowing lines of relatives awaiting their turn to claim their loved ones.

The dying and injured were placed in improvised hospitals or taken to their homes.

At an early hour Sunday morning the crowds had dispersed and the police had taken out the bodies of the dead, and the scene of the disaster.

The most pitiable sight was the number of children who were dead. These were taken out almost unconsciously and hurried to McNary's undertaking rooms. The majority of the dead are from six to twelve years old.

Injured Are Taken Home.

The injured came later from the building, which was still lighted, and as soon as the struggling ceased it became easy to enter the auditorium. But in the excitement over the accident it was found that many of the injured had been hurried to their homes. Physicians were taken for those carried out. Three were taken to the Canebrake Hospital at the corner of Pike and D streets, and the rest began to be carried out. Finally these were cleared and the rescuers began looking out for the injured.

Many of the lesser injured people had to go into the homes of relatives, and to their homes, where physicians were called to attend them. Others were unable to move and had to be carried out, and the physicians were obliged to make a house-to-house canvass to learn the whereabouts of the injured.

C. L. McKee, a druggist, who was in the theater at the time the explosion occurred, said:

"I saw the people in the audience rise to their feet, and being near the door, rush for the entrance. I met others trying to get out of the place, and I went out. I saw a panic was inevitable. I don't know who started the shouting, except that it was some one in the top gallery."

THE DEAD.

Arthur Beak, twenty-two years old, Frances Bird, thirteen years old, Mangela Robinson, seventeen years old, Mrs. Frederick Marshall, forty years old, Frank Kelly, thirty years old, of Houston, Pa., Earl Kelly, five years old, son of Mrs. Kelly, Adolph Buttsky, twenty-six years old, Walter Nish, twelve years old, Wolcott, twelve years old, George Kay, fourteen years old, Frank Mestic, twelve years old, Frank Syberok, fifteen years old, Five-year-old daughter of Tony Glendia, Sidney Brown, twenty years old, Mr. Callie Young, thirty-five years old, —Wolcott, twelve years old, Murray Hill, sixteen years old, Five-year-old daughter of Arthur Lane, Nellie McKetrick, twenty-five years old, Infant daughter of Mrs. Green, Westoverton, Pa., Two unknown women, about twenty-two and twenty-three years of age, Two unknown men, about twenty-five and thirty-five years of age, An unknown six months' old infant.

At a recent meeting in Baltimore How declared the church people of that city needed to be cramped, and also needed to practice their Christian training. "A churchman with two coats should give one to a hobo who has none," said How. To-day perhaps he will secure many and vari-colored garments for his trusting followers.

The big meetings planned to be held in Washington during this week and next week will not be interfered with by the police unless the District laws are broken or violated.

"The police department will not interfere with any meeting of unemployed workmen, but the law will be enforced against tramps or hobo who attempt to make this jurisdiction a loafing place," said Maj. Sylvester last night. The major further said that no permit had been issued for a wholesale congregation of tramps in the Capital, and that such characters would find the bluecoats performing their full duty.

Mr. How, besides being filled with many novel schemes to help the colored people, advocates free transportation for the out-of-job ones, such as the government of Uruguay furnishes.

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## FRATERNAL SOCIETY NOTES

### PTITHIAN CALENDAR.

#### LODGES.

August 26.—Dorchester, No. 11, and Equal, No. 17, business meeting.

August 26.—Webster, No. 7, Krotz, No. 14, Capital, No. 20, Myrtle, No. 21, regular business meeting.

August 26.—Mount Vernon, No. 3, and Union, No. 21, business meeting.

August 26.—Harris, No. 22, business meeting.

September 1.—Stratford, No. 10, regular business meeting.

September 1.—PTITHIAN BROTHERS.

August 26.—Friendship Temple, No. 8, business meeting.

September 1.—Stratford, No. 10, regular business meeting.

Myrtle Lodge, No. 25, Knights of Py